

Twice-a-Week Times

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VICTORIA'S PROGRESS AND PROSPECTS.

That the port of Victoria has great possibilities is demonstrated very forcibly by the action of the Grand Trunk Pacific Steamship Co., a firm which is subsidiary to the great Grand Trunk Pacific corporation which is at present building the western section of the big National Transcontinental Railway and will operate the whole of it when completed. This company has purchased a large waterfront property in the city, and is building here docks which are large enough to handle practically all Victoria's coast shipping as it was a year ago. Within the year, however, great extensions have been made to the coasting trade of this port. These include the operation of two new steamship lines, the Grand Trunk Pacific and the Northern Steamship Company; the addition of a fine passenger steamer to the fleet of the Bosconville line; and the laying down of two fine new steamers by the C. P. R., to be added to the fleet at present operated by that company with Victoria as their home port.

When Mr. Hays, president of the Grand Trunk Pacific Railway system, was in the city at the week-end he asked his steamship manager, Captain Nicholson, what he was going to do with such a large amount of warehouse space. The answer was that the warehouses were to be filled with freight which would be carried by that company. This was not the judgment of one man, for a number of Grand Trunk officials visited this port before it was decided what sort of docks and warehouses should be erected. The men went over the ground thoroughly and considered all the pros and cons. They were business men who understood what business meant, and understood also that their business reputations were at stake. They decided to do such work as would bring the company the largest possible returns in dollars and cents, with the result that they built large docks and two immense warehouses which will, when finished, be larger than those owned by any other company at the port.

It has been suggested that they are building for the future. That cannot be the case, for the enemy of all wharves, the teredo, will destroy even the creosoted piles within ten years. The docks are to be used at once and the company expect them to be operated to their capacity within a very short time.

As a matter of fact Victoria is growing very fast. It is only necessary to look around at the new business blocks which are being erected to be fully persuaded of that. Everywhere are signs of progress. A few days ago a late resident of one of the prairie towns remarked that there was a very great change within the year in the number of people seen on the streets. Old-timers have now lost track of the late arrivals, for they come so fast.

There was a time when everyone in Victoria knew his neighbor, and when village ideas prevailed. To-day the capital has taken on all the outward appearances of a big city. Unknown strangers are seen daily on her streets by the hundreds, and the great shipping companies, as well as the big concerns in other business lines have come to recognize that here is a city to be reckoned with and to be fostered. At last Victoria is coming into her own and every year will see unthought-of changes.

PUBLIC PARKS.

Schemes of municipal improvement are the orders of the day. Too late those responsible for the management of cities not only on this continent but on the continent of Europe as well have been seized of the fact that they have been short-sighted and derelict in their duty; that they have neglected to provide not only for the physical needs of the community, but that they have also been negligent and indifferent in a far more important sense, they have been careless in respect of the factors which make for the moral improvement and uplifting of the people. Only of late years has the fact dawned upon the minds of those charged with the responsibility of governing urban communities that public parks, squares and breathing places are essential to the highest and most comprehensive development of citizens. That knowledge has come in most instances at a time when the cost of carrying out satisfactory programmes of improvement must prove very costly. Fortunately for Victoria, the day of her opportunity has not yet passed. We hope the city council will make a note of the fact.

Paris, which by universal accord is admitted to be the most beautiful city in the world, is not satisfied with her

unsurpassed position. She is going to add to her majestic architecture, and her wonderful system of boulevards (the pride of all Parisians) a programme of general municipal improvement which will cost in the neighborhood of one hundred and eighty million dollars. A part of this munificent sum is to be devoted to the beautification of the public schools of the city, to the provision of sanitary dwellings for the poorer portion of the population, to furnishing purer water for consumers and to the construction of hospitals, but by far the greater portion, eighty-six million dollars, is to be expended upon the streets, promenades and parks.

Coming nearer home, Portland, Oregon, is known far and wide as the most attractive city on the Pacific Coast, if not on the whole of the American continent. Its pre-eminence is due to the foresight of its government at the beginning of its municipal career in laying out a splendid system of public parks and squares. Its circumstances in this respect are in conspicuous contrast to those of Tacoma, Seattle and our provincial city of Vancouver. These places all realize when too late the lamentable mistake they have made in not displaying a wiser prescience. Victoria ought to profit from their experience. The North Ward Park of this city is neither a very pretentious nor a very ambitious affair, but consider the benefit it has been already to the younger population (and doubtless the more elderly population also) of which it is the centre. The young men who have graduated from it as a centre of athletic culture excel in almost all the sports of the field.

Some of the most public-spirited and far-seeing gentlemen of the east end of the city have petitioned the city council to give its immediate attention to the question of providing a small park in that rapidly-growing section. We have no doubt whatever that the petition will be favorably received, and that immediate action will be taken. There is no question whatever that the scheme will be heartily endorsed by the ratepayers and the general public.

CANADA AND HER GREATEST MAN.

The rise of Canada to the dignity of a nation, one of the great fraternities of world powers which are bound together by ties of blood, sentiment and mutual advantage to form the British Empire, has taken place while the Liberal Party has been in power, led by the greatest of all Canadians, Sir Wilfrid Laurier. Under his moulding influence and in co-operation with other great Canadians, the naval policy of the country has been worked out and in a few months the training of officers and men for the work of defending our shores will commence. This naval policy has received the commendation of practically all naval men at the heart of the Empire. It means that Canada will in the very near future have, not only ships, but men, who will be able to take upon themselves the work of Canadian defence, and who will also be ready to join with the main body of the British navy at any time of common danger. While the Canadian fleet will always be available for imperial defence, the fact that it belongs to Canada, that its officers and men are Canadians, and that on its efficiency depends the prestige of this part of the empire, will be a great incentive to Canadians to interest themselves in it. When a Canadian ship is lost it will be a loss to Canada, both in men and money. When a Canadian vessel distinguishes itself in war it will not only be a Canadian gain, but will have a great moral effect upon the rest of the world. Think of the effect of the calling out of the forces of the empire upon the rest of the world under the present plan of action. Great Britain, after all diplomatic action has failed, declares war upon some foreign nation. The following day the news is flashed to every part of the globe that Canada, Australia, and New Zealand have by voluntary action on their part placed their fleets at the service of the central war department. When the other parts of the empire have fleets of their own, there will be added. What an electrical effect this would have in letting the world know that the empire is a unit in its own defence. Were the colonial fleets to revert automatically to the central department in time of war all this would be lost upon the world, and there would be nothing here to stimulate the loyalty and the imperial sentiment as in the case of a free and untrammeled offer of help. Sir Wilfrid Laurier, the master builder of this nation, a Britisher by birth and by choice, although not by blood, will be here in a few weeks, to tell in person of the coming of the first training ship to Esquimalt to commence working out this imperial idea. We will discuss many great questions of state, and his worth will be recognized by all classes and all parties in the community. People will for the time being forget that he is a Liberal, remembering only that he is a Canadian and the foremost of all Canadians. Everyone delights to do honor to a hero, and if there is a hero to-day it is he who, year in and year out, has stood forth as the exponent of true representative and responsible government, clean administration, and a policy of development and advancement

which has placed Canada in the first place among the fraternity of nations which form the British Empire.

THE GOOD TIMES IN CANADA.

All the great railway builders of Canada complain of the shortage of labor. They explain that but for the dearth in the supply of this commodity most necessary in their business there would be little difficulty in complying with the terms of their contracts with the Dominion and the provincial governments. If the Grand Trunk people could get all the labor it is prepared to employ they tell us that trains would be running from one of the National Transcontinental Railway to the other without fall before the end of the year 1911. Owing to circumstances which cannot be overcome the opening may have to be deferred for a year beyond the time specified. The same thing may apply to the works of the C. P. R. on this island and to the undertakings of the Canadian Northern with the British Columbia government. Then the magnates with one accord ask why we in British Columbia object to the employment of Mongolian labor. They are all prepared to enter into a covenant to return Asiatics to the place from whence the necessary supply was procured if the people will agree to this one slight concession. In some quarters it has been represented that British Columbia is greatly alarmed at the prospect of the postponement of the completion of the works in which they are so vitally interested. But there is no marked indication of the distress mentioned. There is a general consensus of opinion here that it would be vastly better to wait the completion of all the roads with the assistance of white labor than to run the risk which would be involved in flooding the province with an army of foreigners who are not, and never can be, assimilated in the common mass of the population. After all the dearth of labor, while it may act as a temporary brake upon the wheels of progress, is a sign of the splendidly healthy economic condition of the country. Twelve or fourteen years ago there was an abundant supply of labor. Thousands of men could find nothing for their hands to do, and even at that large numbers of most capable fellows were seeking employment in other fields just across the border. The extraordinary demand for labor is a good sign. May it continue, because should it cease that will be a portent that the good times are nearing an end. No one in British Columbia would welcome a reversion to the order of things which prevailed up to the year 1898. The scarcity complained of by employers is principally due to the attractions of the land in the northwest and elsewhere (excepting the public lands held by the government of the province of British Columbia) which is held free for actual settlers. The people who are settling upon these lands are the chief factors in the creation and the maintenance of the prosperous conditions characteristic of life in Canada at the present time.

THE SUFFRAGETTES' ONLY HOPE.

Fuller particulars of the grand Suffragette procession (no demonstration) recently held in London indicate that it was the most impressive spectacle presented since the day of King Edward's funeral. The movement is growing in strength. It is not a "class conscious" sporadic uprising against injustice either. It is not confined to the "lower classes." Eight women of title were in the line of the demonstrators. Intellect and education were represented by five hundred women and a large corps of men wearing academic gowns. The parade was ten thousand strong, and it was marshalled by two ladies on horseback riding even as mere men do. They seemed to sit on their horses after the conventional style. That might have been accepted as an admission of feminine inferiority from a physical point of view. What every woman, and every man too, knows is that if anything the ladies have the better of us mentally. In the imposing and convincing parade more than six hundred of the sex which now regards the qualification "gentle" as a stigma implying inferiority wore convicts' uniforms indicative of the privation, suffering and degradation to which they have been subjected for the sake of the cause and for conscience's sake also. The Asquith government has evidently been impressed by the strength and the variety of the demonstration. But its heart has been hardened like that of Pharaoh of the Egyptians. It will not yield. It will merely make a concession. It has assented to the introduction into Parliament of a female franchise bill, but it will not promise to let the bill pass. Its excuse is that time will not permit of the necessary discussion. Where the Suffragettes evidently made a mistake was in not enlisting the services of the Member for St. Pancras in their cause. Now if Joe had been at the head of that procession suitably garbed and adequately mounted there might have been some cause for hope. He is the man to strike terror into the hearts of the members of the government. The seven plagues brought upon Egypt by Moses' Little Stick were mild visitations compared with the presence of Joseph breathing forth threatenings of dire things. Get the Canadian sovereign in line and the cause is as good as won.



Pongee at Very Special Prices

26 INCH NATURAL PONGEE, Reg. price 45c and 50c. **35c**
34 INCH NATURAL PONGEE, Regular 75c. **50c**
34 INCH NATURAL PONGEE, Regular 65c. **50c**
34 INCH NATURAL PONGEE, Regular 90c. **75c**
34 INCH NATURAL PONGEE, Regular \$1.125. **85c**
34 INCH NATURAL PONGEE, Regular \$1.25, \$1.50. **\$1.00**
There is only a limited quantity of these lines. So be here early.

A Big Shipment of New York Handbags at Special Prices

BLACK SEAL LEATHER BAGS, moire lined, with inside purse. Each **\$1.25**
BLACK SEAL LEATHER BAGS, lined with leather, outside strap handles. Each **\$1.50**
BLACK SEAL LEATHER BAGS, with heavy oxidized frame, double strap handle. Each **\$2.25**
BLACK SEAL BAGS, German silver frame, leather lined, inside purse, strap handles. Each **\$3.00**
GENUINE PIGSKIN BAGS, lined with leather, outside pockets, with strap over, inside purse; colors, tan, brown and green. Price **\$11.75**

LARGE SIZE BLACK SEAL BAGS, leather lined, safety pocket, with purse, heavy leather frame. Each **\$6.00**
HAND BAGS, in brown and green seal leather, gilt frames, jewel settings. Each **\$7.50**
LEATHER LINED SEAL BAGS, in mauve, green and brown, with jewelled frames and inside purse. Each **\$10.50**
BLACK SEAL BAGS, with tan kid lining, double strap handles. Each **\$3.00**
BLACK WALRUS BAGS, outside pockets, with double strap handles. Each **\$3.00**

Children's and Women's Bathing Suits

CHILDREN'S BATHING SUITS, of navy, lustre, trimmed with white military braid. Sizes 4 to 8 years. Price **\$1.50**
GIRL'S BATHING SUITS of navy and red lustre, nicely trimmed with braid. Sizes 10 to 14. Price **\$2.50**
WOMEN'S BATHING SUITS, in cardinal, navy and black lustre, made in various styles and trimmed with braid. Price **\$3.50**



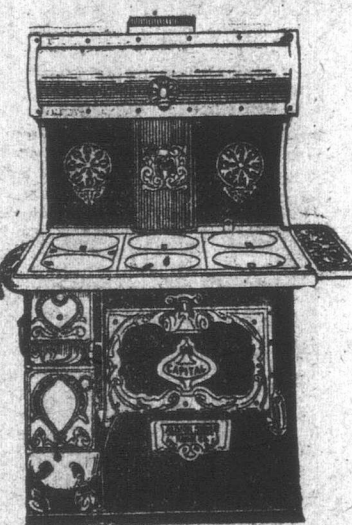
Economic Mothers Are Daily Realizing What the Spencer Store Can Do for Them in the Matter of Boys' Clothing

During the past spell of fine weather our assistants in the section devoted to the wants of the little man have been kept extremely busy. This continuous stream of customers is attributed to the fact that we can offer a better assortment and better value. In purchasing Boys' Clothing these are two important factors to be considered. We exert every effort to see that only clothes that will withstand the steady strain of boyhood days, for naturally, as the old proverb is, "Boys must be boys"—they must jump around, otherwise your doctor bill would be greater. The best way to save this and add to the little fellow's appearance, is good clothes. These we can give to you at a price that is right.

There Is Plenty Room for an Overcoat Yet. Serviceable Ones From \$10 Up

Most pronounced is a term which can be correctly used in describing the styles this season in Men's Overcoats. Smart and snappy to a degree, yet far away from extreme fads. They are simpler, more conservative, built along graceful lines, so as to fit and hang well. Cost in the first place is a small consideration compared with the service you'll receive out of one of these coats. While we carry a stock of Men's Toppers and Full Length Overcoats at all prices, we would consider it a favor if you allow us to show you our line at **\$10.00**

Capital Range, Complete, \$40



A more attractive little range cannot be found, and a most economical one too. The Capital Range is designed to fill the wants of a small family. You will find

High Priced Quality in a Low Priced Range

As will be seen by the illustration, there are six holes, 18-in. oven, sectional top, duplex grates, drop fire door, pouch feed. Price, with warming closet **\$40.**

Refrigerators For Little Money

A roomy Ice Chest with drainer, double heat proof lid, sliding shelf and ample space. All interior parts are zinc-coated and outside is finished with oak graining.

Medium size, 14 in. x 15 in. x 21 in. **\$4.25**
Large size, 16 in. x 17 in. x 28 in. **\$4.75**

Special Prices To-Morrow

PARLOR BROOMS, phenomenal reduction in price. A good corn broom, four sewn **25c**
HANDY SLEEVE BOARD, well named and well liked. Medium size **10c**

DAVID SPENCER, LIMITED

NOTHING MORE TRAVELLERS WHEN RES

Railways Agreeing Accommodating it is

(From Mo

People who con Canadian railway the money in the go to the railway reservations of commendation. In the custom for p berths and then plans they forged result was that p ing for accommo the money to pay When the accom the ticket holder tify the railway their plans.

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ACCIDENT

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